

## CLOSURE MITIGATION BUDGET

The Hood Canal Bridge project began in October 1997. At that time, the cost estimated for the closure mitigation portion of the work was \$10 million.

WSDOT has updated the Closure Mitigation Budget into 2009 dollars. The closure mitigation budget reflects current costs spent from November 2005 through today and projected expenditures through the May-June 2009 bridge closure and replacement.

Our estimate is currently \$11.8 million. The costs to implement the plan's transportation options, including the water shuttle service, park and ride lots and transportation connections, contributed to the increased budget estimate.

The project is looking for ways to meet the \$10 million budget through: 1) Evaluating the water shuttle service level; 2) Administering the water shuttle dock construction contract. WSDOT will continue refining the budget numbers when the water shuttle service company is selected.

### HCB Closure Mitigation Budget Estimate Summary

	2001 Final Report Estimate	Feb. 2008 Budget Estimate*	Spent To Date (2/15/08)
<b>Alternate Routes</b>			
<b>Temporary Improvements</b>			
Intersection Improvements	\$263,000		
US101 \ SR119 Hoodport (Lake Cushman Rd.)		\$48,000	
SR3 \ SR16 Gorst Interchange		\$55,000	
Incident Management	\$30,000	\$175,000	
<b>Alternate Routes Sub-Total</b>	<b>\$293,000</b>	<b>\$278,000</b>	
<b>Transportation Options</b>			
Ferries	\$1,500,000	\$3,000,000	
Park and Rides	\$4,774,000		
Port Gamble Water Shuttle Dock		\$3,400,000	
Southpoint Water Shuttle Dock (now part of Port Gamble costs)		\$0	
Port Gamble Park and Ride Construction		\$110,000	
Port Gamble Lease		\$570,000	\$430,000
Shine Pit Park and Ride Construction		\$100,000	
Shine Pit Park and Ride Lease		\$900,000	
Southpoint Transit Loading Area		\$45,000	
Transit	\$1,710,000	\$2,221,000	
Closure Operations (now part of transit costs)	\$43,000	\$0	
<b>Transportation Options Sub-Total</b>	<b>\$8,027,000</b>	<b>\$10,346,000</b>	<b>\$430,000</b>
<b>Rideshare</b>			
Rideshare (will utilize existing system)	\$19,000	\$0	
<b>Medical Transportation</b>			
Medical Bus Service (now part of transit costs)	\$422,000	\$0	
<b>Design Costs</b>			
Labor	\$815,000		
WSDOT Project Staff		\$756,000	\$318,000
WSDOT Support Groups (Planning, Traffic, Survey, Etc)		\$382,000	
Consultants		\$24,000	\$18,000
Bathymetry		\$10,000	
<b>Design Cost Sub-Total</b>	<b>\$815,000</b>	<b>\$1,172,000</b>	<b>\$336,000</b>
<b>TOTAL</b>	<b>\$9,576,000</b>	<b>\$11,796,000</b>	<b>\$766,000</b>

\*As water shuttle service and specific construction plans develop, this budget estimate may change.

## Hood Canal Bridge Retrofit and East-half Replacement Project

East-half Replacement

Completion Goal: 2009

West-half Retrofit Completion Goal : 2010

### Q. Where is the bridge?

A. *The Hood Canal Bridge is located between Kitsap and Jefferson counties at the mouth of the Hood Canal.*

### Q. Why is it important?

A. *It serves as a vital economic and social link between the greater Puget Sound and the Olympic Peninsula.*

### Q. What is WSDOT doing?

A. *The Washington State Department of Transportation is improving this lifeline by replacing the east-half floating portion of the bridge, replacing the east and west approach spans, replacing the east and west transition truss spans and updating the west-half electrical system. The project completion estimate is 2010.*

### Q. What can drivers do to stay informed?

A. *Sign up to receive the latest news regarding the Hood Canal Bridge Project and other related area transportation news in your e-mail inbox. Visit [www.hoodcanalbridge.com](http://www.hoodcanalbridge.com) to subscribe.*

This report highlights Hood Canal Bridge Project Closure Mitigation Plan progress through **May 5, 2008**.

For more information about the Hood Canal Bridge Project closure mitigation visit the project web site, [www.hoodcanalbridge.com](http://www.hoodcanalbridge.com), or contact project staff:

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## Closure Mitigation Folio

### Hood Canal Bridge Retrofit and East Half Replacement Project

The Hood Canal Bridge is an economic lifeline for the people and businesses of the Olympic Peninsula and a gateway for visitors coming to experience the wonders of the region.



### CLOSURE MITIGATION PLAN HISTORY

Since 1997, community members from both the Olympic and Kitsap Peninsulas, the Peninsula Regional Transportation and Planning Organization (PRTPO) and Washington State Department of Transportation worked together to develop a mitigation plan that will assist Hood Canal Bridge drivers during the six-week closure.

During the creation of the Closure Mitigation Plan, more than 40 options were developed by project committees and evaluated against several measures of effectiveness including:

- Amount of additional travel time required
- Estimated cost of design and construction or implementation
- Total number of drivers that could be accommodated
- Provided benefit either in whole or part beyond the closure period
- Degree of environmental impact from construction
- Ability to promote ridesharing
- Cost to the community
- Cost to the individual bridge users
- Cost per person served per day
- Cost per vehicle served per day

### Final Strategies Determined

The result of this evaluation process yielded five basic areas of focus for closure mitigation implementation. In February 2002, PRTPO members unanimously voted to approve the Hood Canal Bridge Mitigation options. The planning and community involvement stage of the process was completed. WSDOT then moved forward to complete the next step – facility and roadway design.

### HELPING DRIVERS

WSDOT is implementing the 2009 Closure Mitigation Commitment Plan. This plan will help drivers get where they need to go during the May-June 2009 Hood Canal Bridge six week bridge closure.

Every portion of the Hood Canal Bridge project, from design to construction, centers on keeping the closure time as short as possible. Instead of closing the bridge for the three and one-half year construction cycle, only a six week closure is required to replace the east half.

WSDOT's commitment to the public is to provide advanced notification with real time updates, to work with community partners to share information, and to open the bridge on time. Drivers will have options for traveling from one side of Hood Canal to the other when they need to visit family, attend an event, go to a medical appointment, shop or visit the Olympic Peninsula.





## CLOSURE MITIGATION COMMITMENT PLAN

WSDOT is committed to providing drivers travel options during the six-week 2009 bridge closure. The closure mitigation plan is a good plan, supported by years of research and data collection. It specifically addresses Hood Canal Bridge drivers' top concerns: getting to their destination on time; knowing the fastest routes; avoiding being stuck in traffic; and, getting help to make travel easier.

Plan elements include:

- Making improvements and adding traffic control on alternate driving routes such as US 101 and SR 3
- Providing transportation options, including a water shuttle across Hood Canal and transit connections
- Implementing additional rideshare opportunities
- Offering assistance to get to medical appointments
- Communicating the closure details through a public outreach program and community partnerships

### Temporary Alternate Driving Routes Improvements and Traffic Control

Current budget estimate = \$278,000  
Funding Source: Hood Canal Bridge Closure Mitigation budget

Plan Elements:

- Temporary improvements to state highway locations that will experience increased traffic during the bridge closure.
- Implementation of the incident management plan, including use of Incident Response Trucks, maintenance trucks, Washington State Patrol patrols, signage at key decision points, highway advisory radio, variable message signs and radio alerts to assist drivers.

### Permanent Improvements

Multiple permanent improvements, work funded outside the scope of the closure mitigation project, will be completed along many of the alternate driving routes including: SR 3, SR 305, US 101, SR 104 and SR 119. Most notably, the two permanent improvements identified through the closure mitigation planning process, Mt. Walker passing lanes (\$2.5 million) and a signal at the intersection of SR 305 and SR 3 (\$1 million), have been completed.

### Transportation Options

Current budget estimate = \$10.3 million  
Funding Source: Hood Canal Bridge Closure Mitigation budget

Plan Elements:

- A water shuttle service across Hood Canal, between South Point in Jefferson County and Lofall in Kitsap County.
- Water shuttle docks and park and ride for the water shuttle service.
- Transit service to and from the water shuttle docks.



### Rideshare Opportunities

Current budget estimate = \$0  
(will utilize existing systems)  
Funding Source: Hood Canal Bridge Closure Mitigation budget

Plan Elements:

- Assistance with finding rideshare opportunities prior to and during the closure by utilizing the existing Puget Sound Rideshare database system.
- Implementation of the public outreach plan, including informational posters, e-mail rider alerts, Web site pages and brochures.

### Medical Transportation Assistance

Current budget estimate = \$0  
(now part of transit costs)  
Funding Source: Hood Canal Bridge Closure Mitigation budget

Plan Elements:

- A transport service from Lofall to Seattle, Bremerton and Poulsbo.
- Community outreach with Emergency Medical Services groups to facilitate region-wide planning and driver preparedness.

### Public Outreach

Current budget estimate: \$950,000  
Funding Source: Hood Canal Bridge Project construction engineering budget

Plan elements:

- Community outreach tactics.
- Distribute information through local community groups.
- An aggressive media relations campaign.

### PLAN IMPLEMENTATION

WSDOT will continue implementing the approved plan. Coordination will continue with many groups that have an interest in the bridge closure. Stakeholders will be kept informed about the project and the travel options that will be available to them during the 2009 bridge closure.

When the Hood Canal Bridge Project is complete, the bridge will be wider, safer and more affordable to maintain, protecting lives and livelihoods for decades to come.

### BRIDGE CLOSURE MITIGATION TIMELINE

<b>1999</b>	Spring	Closure mitigation plan decision-making committees formed, 62 options evaluated
	Fall	Gathered public input on closure mitigation options
	December	11 preferred options recommended for further analysis
<b>2000</b>	Summer–Fall 2001	Preferred options examined
<b>2001</b>	September	PRTPO reviews 7 preferred options
	Fall	Determination that both car and passenger-only water shuttle options cannot be funded
<b>2002</b>	January	Project committee determines that water shuttle is best, benefiting the greatest number of bridge users
	February	PRTPO approves Final Strategies
	April	FHWA advises that only temporary facilities and services are eligible for federal funding
	April–August 2003	Work begins on closure mitigation plan design
<b>2003</b>	August	Land leases secured South Point landing property is purchased
<b>2005</b>	December	Traffic pattern report from August closures published
<b>2006</b>	September	PRTPO Executive Policy Board approves Closure Mitigation Commitment Plan
	Summer–Winter 2007	Design temporary improvements, water shuttle docks, park and rides; Schedule and contract water shuttle; Secure transit agreements; Arrangements for medical transportation
<b>2007</b>	Fall 2007–Spring 2009	Coordinate Incident Management Plan
<b>2008</b>	Spring	Develop site design, coordinate environmental permitting, and negotiate lease at Lofall
	Summer	Finalize transit agreements; Finalize medical outreach; Prepare park and ride lots
	Fall	Complete Lofall and South Point dock improvements
<b>2009</b>	April	Complete water shuttle and transit operations tests
	May	Hood Canal Bridge closes for six weeks
	June	Hood Canal Bridge opens to traffic